





## Insurance.

THE NEW YORK LIFE INSURANCE CO.,  
(The Oldest International Life Insurance Company in the World).

SUPERVISED BY 82 GOVERNMENTS.

A POLICY with the Single Condition that the PREMIUMS be paid as agreed. A Policy with no restrictions regarding residence, occupation, travel, habits of life, or cause of death and at the same time including the greatest number of Privileges, Guarantees and Benefits ever embodied in a Single Life Contract. Because we are a purely Mutual Company owned and controlled by the Policy Holders, who alone receive the Profits, having no share or stockholders, with over

**GOLD - \$1,000,000,000**  
of insurance in force To-day.

The following is a comparison of the three Largest Companies—  
**OFFICIAL FIGURES OF 1898 FOR THE NEW-YORK LIFE, MUTUAL AND EQUITABLE.**  
The Report of the New-York Life having been filed with the Insurance Departments on January 6th, 1899, and the Reports of the Equitable and Mutual Life having been filed during the last days of February, 1899, the following figures are now obtained from the sworn Reports of the three companies.

The figures here given, after deducting policies not paid for, show only those settled for in cash.

## NEW BUSINESS FOR THE YEAR 1898.

	No. of Policies.	Amount of Insurance.	Premiums.
New-York Life (Purely Mutual, all profits to its owners, the policy-holders)	73,471	\$152,093,369	\$6,054,409
Mutual Life	51,785	128,780,088	5,146,519
Equitable (Capital Stock \$100,000,000)	42,030	121,767,516	4,486,654

The New-York Life led its Nearest Competitor, the Mutual, in placed and paid-for business, by 21,686 new policies, representing Gold \$23,313,000 of insurance, and Gold \$908,000 of premiums.

The New-York Life led the Equitable, its Second Nearest Competitor, by 31,441 new policies, Gold \$30,825,000 of insurance and Gold \$1,507,845 of new premiums.

A line addressed to Mr. A. H. MYERS, Assistant Resident Manager, Hongkong Hotel, will receive prompt attention.

ARNOLD, KARBURG & CO. and HIRLEY DALRYMPLE & CO., Agents, Hongkong.

[1133]

To-day's  
Advertisements.To-day's  
Advertisements.

## GOVERNMENT NOTIFICATION.

No. 492.

THE following Particulars of Sale of Crown Land by Public Auction, to be held at the Offices of the Public Works Department, on MONDAY, the 18th day of September, 1899, at 3 P.M., are published for general information.

By Command,  
J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
Hongkong, 2nd September, 1899. [1159]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Yau Ma Tei, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	100	Yau Ma Tei	100 ft. by 100 ft.	10,000	£100	£1,000

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Colonial Secretary's Office,  
Hongkong, 2nd September, 1899. [1160]

Particulars of the letting by Public Auction Sale, to be held on Monday, the 18th day of September, 1899, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND, at Mong Kok Tsui, in the Colony of Hongkong, for a term of 75 Years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor to Her Majesty the QUEEN for one further term of 75 years.

PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	100	Mong Kok Tsui	100 ft. by 100 ft.	10,000	£100	£1,000

## GOVERNMENT NOTIFICATION.

No. 494.

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J. H. STEWART LOCKHART,  
Colonial Secretary.

Colonial Secretary's Office,  
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PARTICULARS OF THE LOT.

No. of Sale.	Regulatory No.	LOCALITY.	Boundary Measurements.	Contents in Square Feet.	Annual Rent.	Upset Price.
1	100	Queen's Road East (on the hill side, bounded by the Bill of Exchange Office and the Police Station)	100 ft. by 100 ft.	10,000	£100	£1,000

To-day's  
Advertisements.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY &amp; TAIWANFOO.

THE Company's Chartered Steamship

"NANYANG,"

Captain Lehmann, will be despatched for the above Ports, TO-MORROW, the 12th instant, at 10 A.M.

For Freight or Passage, apply to DOUGLAS LARPAIK &amp; Co., General Managers.

Hongkong, 11th September, 1899. [1153]

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FOR SWATOW.

THE Company's Steamship

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Captain Hall, will be despatched for the above Ports, on WEDNESDAY, the 13th instant, at 10 A.M.

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## LOSS OF THE "WHITE CLOUD."

THE SHIP'S SIDE CAVES IN.  
SAFETY OF CAPTAIN RAYMOND.

Amongst the vessels recently sent to Manila for the United States Government was the *White Cloud*, until the other day very well known on the Canton run. The *White Cloud* was a wooden paddle steamer of 744 tons and was built at Hongkong in 1875 by the West Point Slipway and Dock Company, her engines being supplied by J. Howden & Co., of Glasgow. She was recently purchased from the Hongkong and Macao Steamboat Company for \$14,000, by Mr. Robinson, of Manila, who has of late purchased several vessels to send to Manila for the United States Authorities.

She left here on Saturday last, under the command of Captain Raymond, who has taken a lot of small craft to Manila successfully, and had on board 500 tons of coal, 1,000 fowls and 1,000 baskets of potatoes. All went well until the vessel had got about ninety miles from here; the weather was calm but a heavy swell was running and she began to labour heavily and to dip her bows into it. Then the forward deck-planking commenced to carry away and Captain Raymond and his crew made preparations to effect repairs, but before anything could be done the port-side of the vessel began to give way to the weight of the cargo. Two boats were lowered and the captain, with half the crew, entered one, the rest of the crew going in the other under the command of the mate. The two boats pushed off and stood by to watch events and had scarcely got clear of the ship when the whole of the port side was seen to collapse; the vessel took a plunge and sank. Captain Raymond's boat was picked up by a junk some two hours afterwards and he arrived in Hongkong with his men at about four o'clock yesterday afternoon. The vessel's boat was last seen heading for a junk in the distance, so it is presumed that she and the men with her are safe and will be landed here in due time. Captain Raymond attributes the loss of the ship to the fact of her age and that she was badly riddled by white ants. We understand that she was uninsured and that the loss amounts to \$20,000.

## CORRESPONDENCE.

(We do not necessarily endorse the opinions expressed by correspondents in this column.)

CONSUL-GENERAL WILDMAN AND MR. FOREMAN'S BOOK.  
TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR—I am taking the liberty of asking you to publish some correspondence that has passed between Mr. John Foreman and myself, relative to certain objectionable statements that were made in his new edition of his book on the Philippine Islands.

Very respectfully yours,  
ROUSEVELLE WILDMAN.  
Hongkong, September 11th, 1899.

COPY.  
John Foreman, Esq., Care Messrs. Scribner and Sons, Publishers—New York City.

SIR—My attention has been called to the New Edition of your work on the Philippine Islands. On page 567 I find the following sentence: "The American Consul in Hongkong, Mr. Wildman, accepted the honorary post of Treasurer of the Patriotic League Fund." This is absolutely false, I never was Treasurer of it or of any Association in the world, and neither have I ever heard of the "Patriotic League Fund." Your statement is nothing more or less than a Libel, and tends to damage my official character. Had not Mr. Spencer Pratt already obtained an order of the Court stopping the sale of your book, I should have done so. On page 568 occurs the following statement: "Consul General Wildman then sent Mr. Aguinaldo with his staff to Hongkong, with instructions to Consul Wildman to put him in communication with Commodore Dewey, which he did, and Commodore Dewey, before he left China for Manila, gave orders to Consul General Wildman, to see that Aguinaldo and his staff followed on an American War Ship." While this statement may not have been intended to be malicious, it is historically incorrect (see my Dispatch No. 83 page 336 of the "President's Message to Congress on the treaty of Peace between the United States and Spain"). If you had taken as much pains to have looked into the American Department relating to the War, as you did to get together the numerous proclamations of Insurgent Leaders, the last two Chapters of your book would have been as valuable to history, as the First Edition was to the past. I am leaving this letter open that your Publishers in America may read it.

Very truly yours,  
(Signed) ROUSEVELLE WILDMAN.  
COPY.  
Rouseville Wildman, Esq.,  
Hongkong.

SIR—Your esteemed letter of the 10th June reached me only on the 8th instant, and I hasten to reply to the same. I beg to enclose a copy of the new pages 567 and 568 which have been printed to take the place of the pages which were referred to in every book sold in London, America and the Far East will contain the amended pages. The necessary number of new pages, for the purpose, has gone forward to the respective Far Eastern ports by mail. You will observe that in these amended pages, your name is eliminated, and you are not referred to directly or indirectly. It affords me the greatest pleasure to find that in doing so, I have fully anticipated your objections, and whilst assuring you that it was far from my mind to make personal allusions to any one with malicious intention, I beg to apologize most sincerely for any annoyance which the statements in question may have caused you.

I am, Sir,  
Very respectfully yours,  
(Signed) JOHN FOREMAN.

ONLY A SOLDIER'S FUNERAL.  
TO THE EDITOR OF THE "HONGKONG TELEGRAPH." SIR—Foreigners must often have been struck with the number of our patriotic songs, the most popular of which is "God Save the Queen" and with the great enthusiasm of this class of song is received, by all sections of the British public, so the following incident that occurred last Saturday afternoon at the funeral of the late Sergeant Palmer R.A. is the more disgraceful. While the cortege was passing along the race course, the distribution of prizes won at the Gymkhana was taking place, cheers being given to each recipient. I may be accused of over-sensitiveness, but it struck me as very un-English that the solemnity of a military funeral should be disturbed by incessant cheering from just the opposite side of the hedge. By the time the coffin was lowered to its last resting place, and being carried slowly to the gun carriage and was being carried slowly to its last resting place, the band of the Royal Welch Fusiliers at the Gymkhana was playing its most lively air.

I have often heard that the only time a soldier is honoured to his funeral, and it seemed strange that the officials on the race course (many military officers among them) could not have waited for a few minutes, probably not more than a quarter of an hour, to allow the deceased's friends to bury their dead with becoming reverence. Nor is this all the complaint, Mr. Palmer, the wife of the late Sergeant, feeling especially ought to be considered, but I was

imagine that she had been kept waiting at the cemetery gates for upwards of an hour. This, if true, is disgraceful, to expose an English lady in a public road when stricken by her sad loss. I can only think the reason for this cruelty must be that Sergeant Palmer was only A SOLDIER.

Hongkong, September 11th, 1899.

## THE GYMKHANA.

The Jockey Club were favoured with splendid weather for their third meeting this season. The race-course was in fine condition and some very good racing was witnessed by a large crowd, among whom were His Excellency the Governor, H.E. Major-General Gascoigne and the officers of the different corps in the garrison together with their American cousins. The band of the Royal Welch Fusiliers was in attendance and played various selections during the afternoon.

The following were the officers:—  
Patrons.—H.E. Sir Henry Arthur Blake, C.M.G.; H.E. Major-General W. J. Gascoigne, C.M.G.; and Commodore F. Powell, C.R.  
Committee.—Lieut.-Col. The O'Gorman, D.A.A.C., Capt. W. L. Warren, R.A., Capt. G. E. Richmond, R.W.F., Commander Plen-death, R.N., the Hon. C. P. Chater, C.M.G., the Hon. J. J. Keswick, the Hon. F. H. May, C.M.G., the Hon. T. H. Whitehead, Messrs. J. S. Bruce, W. A. Cruickshank, R. W. Gray, V. A. Caesar Hawkins, T. F. Hough, I. McKie, G. C. Moxon, G. H. Potts, and C. F. Russell, R.E.

**Judges.**—The Hon. J. J. Keswick and Mr. V. A. Caesar Hawkins.  
**Handicappers.**—The Hon. C. P. Chater, C.M.G., and Mr. J. McKie.  
**Starter.**—Mr. T. F. Hough.  
**Time-keeper.**—Mr. G. H. Potts.  
**Clerk of the Scales.**—Mr. J. McKie.  
**Hon. Treasurer.**—Mr. J. S. Bruce.  
**Hon. Secretary.**—Mr. G. C. Moxon.

**POLO PONY RACE.** for bona fide polo ponies; 1 mile; catch weights over 11 stone; entrance fee, 5s; first and second prizes from Gymkhana Fund.

Mr. B. Johnson's The Wizard ..... 1  
Mr. W. A. Cruickshank's Alphabet ..... 2  
Mr. F. J. Walwyn's Landsknecht ..... 3  
Captain Warren's Snuff-box ..... 4  
Mr. G. C. Moxon's Unit ..... 5  
Mr. W. J. Gresson's Kildare ..... 6  
Captain Geoghegan's Tarbacker ..... 7  
Mr. R. H. Potts's Minsirel ..... 8  
1 MILE RACE; for all China ponies; weight for inches as per scale with 5 lbs. added; winners at Hongkong races (including off day) or this season's Gymkhana to carry 7 lbs. extra for 1 win; 10 lbs. extra for 2 wins; 12 lbs. extra for 3 wins. Allowances; sub-griffins of the season and ponies that have never been raced, 4 lbs.; sub-griffins of this season that have not won a race, 8 lbs.; allowances not accumulative; first prize Cup, presented by Mr. R. M. Gray; second prize from Gymkhana Fund.

Mr. J. M. Forbes's Glenroy, 11st 12lb. 1  
Mr. J. M. Forbes's Glenroy, 11st 12lb. 2  
Mr. Walwyn's Queensberry, 11st 8lb. 3  
Mr. Kelly's Sirdar, 11st 9lb. 4  
Mr. Alderton's Meteor Rose, 11st 12lb. 5  
Mr. Geoghegan's Sayan, 10st 9lb. 6  
Mr. Riddle's Pineapple, 11st 7lb. 7  
Hon. J. J. Keswick's Pilgrim, 10st 11lb. 8

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Mr. Walwyn's Queensberry, 11st 8lb. 3  
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Mr. Geoghegan's Sayan, 10st 9lb. 6  
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Hon. J. J. Keswick's Pilgrim, 10st 11lb. 8

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## THE TROUBLE AT MRS. BAY.

THE LAUNCH OWNERS' QUARREL STILL UNSETTLED.

Within the last few days Captain Superintendent May has paid several visits to Sha U Chung with the object of bringing about an agreement between the rival launch owners who ply between Hongkong and the place named, but his efforts have been fruitless. In the meantime a police launch has been on duty to prevent any further disturbance, and the elders of the place have been warned as to the serious consequences which will ensue should another affray similar to that of last week occur.

## LEGAL INTELLIGENCE.

## SUPREME COURT.

IN ORIGINAL JURISDICTION.

(Before His Hon. W. M. Goodman, Acting Chief Justice.)

September 11th.

## CLAIM FOR MONEY LENT.

The Hon. E. R. Bellios, C.M.G., sought to recover from George Lionel Stewart Coxon certain moneys lent to him on promissory notes.

Mr. E. Robinson (instructed by Messrs. Deacon and Hastings) appeared for the plaintiff, the defendant being unrepresented and not present. It was stated that proof of service was on the file.

The plaintiff said the promissory note produced for \$10,000 was made in his favour by Mr. George Lionel Stewart Coxon. It had an endorsement on the back to Mr. Beyers, who was his London agent, and it had a re-endorsement by Mr. Beyers to him. It bore interest at seven per cent. Payments had been made from time to time on account of principal and interest, the last payment being only of \$950 made on Nov. 19th, 1895. He produced an account showing that on the 22nd February, 1899, the date of the writ there was owing to him in respect of this note \$7,881.88, which amount was still owing by Mr. Coxon.

He also produced a note made in his favour by Mr. Coxon on July 31st, 1893, for \$37,976.87, on which nothing had been paid, nothing was said as to interest.

H. W. Fisher gave formal evidence, and His Lordship gave judgment for the plaintiff for \$7,881.88, with interest at the rate of seven per cent. from the date of writ to now, and eight per cent. thereafter; and on the second note judgment for \$37,976.87, with interest at the rate of eight per cent. from the date of the writ to now, and eight per cent. hereafter, together with costs of suit.

## THE PLAQUE.

Cases reported to 9th instant..... 1,433

Do. do. during past 48 hours..... 2

Total..... 1,435

Deaths reported to 9th instant..... 1,374

Do. do. during past 48 hours..... 2

Total..... 1,376

## THE SUPPLY OF ARMS TO THE FILIPINOS.

CONSUL BEDDOE AND W. F. SYLVESTER EXONERATED.

As almost everybody in Hongkong knows, there have for months past been very damaging rumours and reports floating about concerning the alleged illicit supply of arms and ammunition to the Filipinos, and the names of Consul Beddoe, Mr. F. W. Sylvester, Mr. Lewis L. Etzel and others were freely bandied about as "traitors" who were making a "fine thing out of filibustering." "Truth is mighty and will prevail," and although somewhat tardily yet the U. S. Government has now given out a statement on the subject which goes far to repair the wrong that has so unwisely been done to those who were guilty of no wrong-doing in the premises, as the following from the *New York World* of 31st July clearly shows:

WASHINGTON, July 30th.  
When War Department officials were asked about the old story that Americans are furnishing arms to the Filipinos, which was revived by a New York newspaper to-day, the fact was admitted that arms were shipped to the Filipinos for use against Spain. The officials said no complaints have been made that Americans are supplying either arms or ammunition to Aguinaldo.

"The case of the British ship *Pasig*, transferred at Canton into the American steamer *Abey*, which carried 500 rifles and 50,000 rounds of ammunition to the Filipinos in August, 1898, was satisfactorily explained to the department."

"F. W. Sylvester, who was once manager of the firm of Kennan, Sutterle & Co., of Philadelphia, undertook to supply the Filipinos with the arms mentioned and Consul Beddoe granted the Steamer *Abey* American register at Canton, both believing the Filipinos to be allies of the American forces and expecting the munitions to be used against the Spanish. Owing to numerous delays the cargo of war material did not reach the Filipinos until after the signing of the peace protocol; but fully five months elapsed before the relations between the two nations became seriously strained."

The *World*, however, re-echoes the Hongkong *canard* that "They were subsequently used against the United States troops."

Consul Beddoe, says the *World*, was placed in a very embarrassing position, but his explanation of the matter was accepted by the officials here as satisfactory, and he was acquitted of any wrong-doing in the matter."

NEW YORK LIFE'S PLAN.  
A NEW POLICY THAT BARS INVESTMENT IN CORPORATE STOCKS.

NEW YORK, 13th July.  
The decision of the directors of the New York Life Insurance Company to sell all the stocks held by the corporation made a big stir to-day in the investors' world because of the uncertainty as to whether other life insurance companies would follow the same course. The big companies hold upward of \$70,000,000 of stocks of railroad companies and banks, and the sudden move of the New York Life's directors made it probable that the market for the sale of stocks would be largely curtailed should insurance companies throughout the United States decline to invest in standard stock securities.

From what could be learned to-day the New York Life will not have any insurance competitors for some time at least in the matter of selling dividend-paying stocks. The sudden departure in the method of the New York Life is said to be a shrewd stroke of business in the sense that it will bring many new policy-holders to the company, but the big rivals of the corporation say they will continue to invest in good dividend-paying stocks.

WILL NOT COMPLETE.  
The real object underlying the action of the New York Life directors is to obtain a footing in the insurance business. The company does not accept of any other life insurance corporations, and it is for this reason that the American companies have not been able to

do business in Germany, Austria or Switzerland. Mr. James W. Hyde, of the Equitable Life, was seen by a *Mail* and *Express* reporter and said:

"Our Finance Committee has in no way changed its rules or regulations regarding our investments, as we consider some stocks as good investment as bonds, and vice versa. We do not expect because of the movement of the New York Life to depart from the course we have always pursued in investing funds and in which we are as conservative as possible; neither do we wish to in any way criticise its action."

"Replying to your question regarding Germany, Austria, and Switzerland, I would say that we withdrew from these countries some time ago and do not entertain an idea of returning there."

President McCurdy, of the Mutual Life Insurance Company, said to a *Mail* and *Express* reporter:

"The Mutual Life Insurance Company have not the slightest idea of selling its stocks and will not adopt any such course."

Mr. Hyde, further speaking for the Equitable, said that the stocks held by the company were well-edged securities, as to the report to the Insurance Department would show.

"We wrote \$8,000,000 of business in one day last week," said Mr. Hyde, "and have no desire to depart from our present policy of investments."

MR. PERKINS SPEAKS.  
Second Vice-President Perkins, of the New York Life, made the situation clear to-day to the directors who have determined to sell all the stocks they hold. These stocks, amounting in value to about \$4,000,000, are to be put on the market gradually and all disposed of by 1902.

"The field for new business in Germany," said Mr. Perkins, "as in Austria, or Switzerland, does not concern us so much as the field we have here at home. We are barred out of Germany now by the strict insurance laws, and the action of our Board of Directors will ultimately obtain for us a certificate giving us the right to do business. It is a great deal to us if we could show the large German speaking and German-American population in the United States that our company is approved by the German authorities and does business in Prussia and the kindred States that then we would have little difficulty in largely increasing here the number of our policy-holders."

There has never been any question about the safe investment of our money in standard bonds, and we are willing to go out of this line in order to promote confidence among a large class of thrifty people and increase our business at home, as well as in continental Europe. There are plenty of safe channels for investment."

"How about the alleged increase of mortality in Germany?"  
"It is peculiar how these misstatements get abroad. With us the lowest mortality is in England, the second lowest in Germany and the next lowest in the State of New York. This is a matter of record."

THE NEW BYE-LAW.  
It was on Tuesday last that the new bye-law of the New York Life was adopted. It is as follows:

"The funds of this company shall be invested and kept invested in the following interest or income-bearing securities among those permitted by the provisions of the insurance laws of the State of New York, viz.: In bonds of the United States or of the State of New York; in bonds of any county or incorporated city in the State of New York; in bonds and mortgages on improved, unencumbered and income-producing real property in the State of New York; worth 50 per centum more than the amount loaned thereon; in bonds of any solvent institution incorporated under the laws of the United States or any State thereof; in bonds issued by any city, county, town, village or school district of the State of New York; in bonds of any State of the United States; in bonds of any foreign country; in bonds of any foreign country as provided in the laws of the State of New York. The company may also loan on the pledge of any of the above securities. The company may furthermore invest the funds required to meet its obligations incurred in other States of the United States or foreign countries, and in conformity with the laws thereof, in the same kind of securities in such other States or foreign countries as are provided in the laws of the State of New York. The company may also loan on the pledge of its own policies of insurance a sum not to exceed the reserve which it then holds on any such policy and the accumulation thereof."

OTHER RESTRICTIONS.  
In the matter of the restriction of investments the bye-law continues and concludes as follows:

"But this company shall not purchase, hold or grant any mortgage loans on unimproved or non-productive property or on farms, hotels, theatres, churches, breweries, factories or mining enterprises of any description whatsoever. Neither shall this company make any loan on or investments in what are commonly known as industrial enterprises, nor shall this company, notwithstanding the permission to invest in or loan on stocks, contained in the insurance laws of the State of New York, hereafter increase its holdings in such such securities, but instead it shall annually reduce both the amount of stocks owned and the amount of stocks held as collateral security (to be evidenced by the company's statement) hereafter made by this company until the company's annual statement to be rendered to the State of New York shall be included amongst its assets. Pursuant to the law of the State of New York, the company shall







## NAVAL NOTES

(From Home Papers.)

## The Australian Station.

It appears from files of Sydney exchanges received by last mail that there has been a good deal of serious sickness among the blue-jackets serving on Her Majesty's ships cruising off the Fiji and the Samoan group. The Sydney Telegraph's Suva (Fiji) correspondent asserts: "There are several cases of typhoid fever in the hospital; nearly all from the British warships in Samoa. Three more cases of typhoid arrived by the *Taiyuan* from the British warships at Samoa on 20th July."

H.M.S. *Goldfish*, after a "thorough overhaul and refit necessitated by a 'dusting' in a cyclone, left Sydney homeward bound on 5th August. H.M.S. *Ringdove* put into Lytleton for shelter from a storm and was to remain there until about 10th August. The German cruiser *Falk* (from Samoa) was to leave Sydney homeward bound about 12th August.

## Appointments.

The following appointments have been made at the Admiralty: Lieutenant F. G. P. Butler to the *Tamara*, to date August 25th.

Vice-Admiral Hildebrandt has left St. Petersburg in order to take over the command of the Russian Pacific Squadron at present held by Vice-Admiral Dabassow, who will return to St. Petersburg in the autumn.

The Lords of the Admiralty have selected Rear-Admiral S. C. Holland for the appointment of Admiral-Superintendent of Chatham Dockyard, which becomes vacant at the end of the present month by Rear-Admiral H. E. Andoe completing his term of office.

## Officers and Crew for the "Azuma."

The Japanese mail steamer *Azuma Maru*, arrived at Marseilles on 8th ult., with ninety Japanese officers and men who are going to St. Nazaire to take over the Japanese cruiser *Azuma*, which is being built there at the Forges et Chantiers de la Mediterranee of the Japanese Government. She is a first-class armoured cruiser, of 9,000 tons and 22 knots speed, and is due to be completed in December next.

## A New Battleship.

The Admiralty have passed plans for an entirely new class of battleship to be laid down at Devonport in November next on the slip on which the *Bulwark* is now building. She has been designed by Sir W. H. White, Director of Naval Construction, and although of a thousand tons less displacement than the *Bulwark*, will be the longest and broadest battleship ever laid down in a Government dockyard. Her total cost, when completed and ready for sea, is estimated at £1,150,000. Her speed will be a knot in excess of any existing British battleship.

## The "London."

The new battleship *London* is to be launched at Portsmouth on Sept. 21st. It is understood that the Lord Mayor and Lady Mayoress will be asked to officiate at the naming ceremony. The *London* is one of the greatest battleships ever built.

## The "Raleigh" and "Cincinnati."

Two warships built by the American Government at the New York and Norfolk Navy Yards have proved to be failures for craft of their class, and are to be altered and modified at a large expenditure of money. These ships are the cruisers *Raleigh* and *Cincinnati*. Each has been actively employed during the war period, and now that their services may be dispensed with it is proposed to put them out of commission and begin the work of reducing their engine power and increasing their steam radius by enlarging their coal supply. It is proposed to bring their horsepower down to 7,500 by the substitution of water-tube boilers for the Scotch boilers, and to make other changes in the interest of great economy for these vessels. To complete this work will require the attention of the Navy Yards for at least two years, but when they are again commissioned they will present far more serviceable ships than they are to-day.

## The "Edgar."

On her return to England, with relief crews from the Mediterranean the *Edgar* has been paid off, and is to be refitted at Devonport at a cost of £4,000. The work will not be completed until October, and the *Edgar* will then take out relief crews for ships on the Australian Station. She belongs to that efficient group of first-class cruisers to which she has given a name, and which comprises the *Revenant*, *Gibraltar*, *Royal Arthur*, *Thetis*, and others, and she boasts a highly creditable record. After a full commission on the Mediterranean and China Stations, she has steamed 37,000 miles as a transport cruiser under the modern system by which cruisers not otherwise required are employed to carry out relief work. The whole of that distance has been covered without the development of any serious defect in her machinery, and this says a good deal both for the ship herself and for her successive engine-room staffs.

## The Water-tube Boiler.

In view of the attacks which are still being made upon the water-tube boiler it is interesting to read that the cruisers of the *Edgar* fleet performed splendidly during the war. According to the prophets, they ought to have come back to port in a disabled condition, with their boiler and engineering staff in a condition of panic. Instead of that, they have returned fit for any work after some of the hardest steaming. Yet the bias against the water-tube in certain quarters is such that even this practical argument does not convince.

## The Naval Manoeuvres.

The mimic war in the naval manoeuvres has been won by the B fleet. Admiral Dovell's squadron having secured the safety of the convoy of slow ships, the protection of which was its object, and therefore gained the victory. The convoy has been brought safely into Milford Haven. The objective of the manoeuvres was a convoy of British ships coming from Nova Scotia. The admiral commanding the B fleet had the advantage of knowing the exact point in the Atlantic where he could find this convoy to afford it protection. Consequently, although he was not the victor, he was not defeated. He might have been defeated if he had been able to proceed without delay to the objective point. It appears that Admiral Rawson's fleet, which is the weaker, but the faster of the two, and had nineteen hours' start out of Belfast, never succeeded in coming in touch with the convoy or with the enemy, who had the advantage of knowing where the convoy was to be found. Apparently, the search of the A fleet was hampered by forty hours' fog. It is unfortunate that for the second year in succession the opposing fleets have failed to come in touch. Although the search of the A fleet was hampered by the fog, the lessons have been lost which might have been learned from more active conditions of warfare. Admiral Dovell is to be congratulated on his bloodless success, and upon the perfect manner in which his plans worked out; but all the same the results would probably have been more interesting if things had not run quite so smoothly for him.

As it is, the chief feature of the manoeuvres appears to be the success of the wireless telegraphy, which *The Times* correspondent describes as "a veritable triumph for Signor Marconi," and which has evidently come to stay as a method of signalling.

## FRANCO-RUSSIAN RELATIONS.

VIEWS OF A DIPLOMATIST.

Berlin, August 8th. The *Tagessblatt* publishes from St. Petersburg today an interview with a retired Russian Diplomatist of distinction whose view, it thinks, coincides in all essentials with those of Count Mouraviev.

More impartial observers will doubtless be struck by the faithfulness with which the statements of the *Tagessblatt* informant reflect the opinions of German Diplomacy.

"We Russians," he observes, "can offer France no more than a guarantee that we will not permit an attack to be made on her in Europe. Unfortunately, this guarantee is useless in France in non-European questions. In these, France is in a position of weakness, and Britain is well aware that the Franco-Russian Alliance applies only to European matters, and will not spare France wherever she opposes her way."

"We Russians are too much occupied by the tremendous problems awaiting us in our own land and in Asia to afford France any support outside Europe. Moreover, our policy is opposed to every kind of adventure. In the past year or two the most monstrous projects for the complete upsetting of the present order of Europe have been laid before us in all seriousness by French Statesmen and Generals, and have caused us grave misgivings as to the wisdom of relying in any sense on a State whose affairs are guided by political brains of this character."

"There is no doubt that our feelings to-day towards the Republic, which reels through the political world like a lost comet and may at any moment be the cause of nameless evil, are considerably cooler than was the case three or five years ago."

In conclusion the *Tagessblatt* informant argues that Russia can only rejoice at the indications of an intention on the part of France to abandon the idea of "revanche." At the same time he does not believe in a remote possibility of an alliance between France and Germany, and he interprets the inclination of the Republic to seek support in Germany as the "first sign of the extreme exhaustion of her State organism."

The Berlin press comments but little on the toasts that passed between Count Mouraviev and his French guest on Saturday. Several papers note the fact that the speech of the Russian Foreign Minister did not exceed the limits of conventional courtesy.

None the less, the *Vossische Zeitung* is inclined to think that M. Delcasse's answer is couched in the tone of one who has succeeded in accomplishing something.

How well pleased the Emperor William is with the manner in which the diplomatic relations of Germany with France have been conducted during the trying period of the Dreyfus crisis is illustrated by the announcement published to-night that he has conferred on Count Munster the title of Prince.

## THE FAR EAST IN PARLIAMENT.

GREAT BRITAIN AND CHINA.

August 5th. On the order for the second reading of the Appropriation Bill, Sir C. Dilke said in his opinion the question of our relations with China, and the future of that country, was of more importance than the South African question.

The arrangement which had been made with Russia affected only the Yangtze Valley and Manchuria, and took no account of those enormous and important positions of the Chinese Empire which lay between the Yangtze and Manchuria. Even the northern part of the Yangtze Valley was not included in the arrangement, and, therefore, it did not even preserve our interests in the Valley as a whole. Still less did it guarantee our position in this intermediate country, which included Peking, and which, as Lord Salisbury and the late Under-Secretary had told them, contained the most important concessions that had been granted to British subjects in China. He wished to know what were the present relations of this country with the Chinese Government in reference to the concessions granted in the province of Shan-si, which was within this intermediate region. Last session Lord Salisbury and the late Under-Secretary spoke of these concessions as most valuable and of granting of them as one of the principal prizes to the people of this country that the Government had secured. He wished to know whether matters were going on satisfactorily in that direction, and whether the Government believed that we had, under our existing arrangements, any means of protecting those interests against invasion by other interests. This intermediate district also included the German sphere of influence. The noble lord the member for York, in his book and in his speech before that House, brought forward a policy of joint action in China—a peaceful policy, as he understood it—with the United States, Germany, and Japan. The Government replied that whatever might be the case for Japan, as regarded the United States and Germany they said great difficulties in the way. It was said that the United States were willing enough to act with us in regard to commercial rights, but they would not, as the noble lord admitted, become entangled by promises that might in the future be inconvenient to them. With regard to Germany, the Government said it was not likely that Germany would entangle herself in China, looking to the importance to her of friendly relations with Russia in Europe and to the dangers which might menace her line of frontier if she adopted an anti-Russian policy in China. He thought, however, having regard to the fact that the German sphere of influence was in this intermediate district, that the capital was there, and that we had great interests there, that without menacing Russia or anyone else, and without in any way pointing to an armed occupation of the country, there might be common action between Germany and ourselves merely in defence of rights already acknowledged as existing. The province which Germany occupied was the natural outlet of the province of Shan-si. Germany had already indicated some willingness to co-operate with us, and he should be glad to know what was the policy of Her Majesty's Government with regard to this important intermediate district. In this district lay the seat of any future Russian railway to Peking. He regretted the advice which had been given to the Chinese Government and the manner in which it had been received in the House. He did not think that our influence at Peking was being used by our giving advice on a subject when we were not likely to push it further, and where the course of trade, and railway construction seemed to show the certainty that in the long run it would be disregarded and the railway made. He wanted to know what had happened on this subject since the last debate. Statements had been made to the effect that the Russian Government had assured Her Majesty's Government they did not intend to press this scheme, but it was also stated, with the same show of authority that on the very day on which this statement was made to Her Majesty's Govern-

ment pressure had been applied by the Russian Government to insist on the making of a branch line to the Chinese capital. Lord C. Balfour believed there was no danger of war in China in the near future. Reference had been made to his proposal to take over the Chinese army. He had only suggested that that army should be placed on the same footing as the Maritime Customs in China. A British bank was at the head of those Customs, and with British control over the army it would be easy to get foreign officers for it, and to invite other countries to invest their capital in China. When that step was taken there would be very little chance of war. He described the agreement between Russia and Great Britain as nothing but a railway agreement.

Mr. Drake said he wished more particularly to draw attention to the new reform movement in China, and to ask the Under-Secretary for Foreign Affairs whether he could give the House any information as to the attitude of Her Majesty's Government in regard to it. A new reform party had arisen in the course of the present year, and was supported all over the provinces—indeed, it was far stronger in the provinces than at Peking. Information had reached him that the Dowager-Empress, who had hitherto been strongly pro-Russian, had been converted and was willing to give her strong support to the new reform movement. This reform movement was further supported by Japan. Information reached him that the Japanese were being solicited by the Chinese Government to enter into an offensive and defensive alliance with China on condition that the administration should be reformed on the Japanese model. Now, if his information was even approximately correct, we should find ourselves face to face with the rivalry of Japan in China.

Sir E. Ashmead-Bartlett hoped the valuable and interesting information which the hon. member had given the House might prove to be well founded. One of the main reasons for pressing for a speedy settlement of the Transvaal trouble was that if such a settlement was not arrived at, we might next year find ourselves confronted with a Chinese crisis at the same time. There was no doubt that Russia was pressing her way forward to the northern provinces as fast as she could, and we were covering ourselves in a fond delusion if we supposed that a spirit of interest in the Yangtze would cause being affected by the iron grip which Russia was placing over Manchuria and the other northern provinces of China. He maintained that our only policy in China was to maintain the integrity of the empire and to insist on the removal of Russian military and political control. It was only by working with Japan that we could hope to carry out the salvation of China.

Mr. Brodrick said: A variety of questions had been raised in regard to China, and the right hon. member had brought forward the question of our position in regard to certain concessions, remarking that although by a recent agreement with Russia Manchuria was left a Russian sphere of concessions, and the Yangtze remained our sphere, there was a large and important strip of territory between us to which no agreement had been come to. Looking at it simply as a question of concession, and leaving the political side over for a few moments, he did not think there was any reason to complain of concessions in that sphere. A general agreement in regard to that sphere would be extremely difficult, though undoubtedly while Manchuria was the sphere where Russia was exercising practical control, equally the Peking Government it was supposed would allow concessions in the spheres of other Powers. So far as Her Majesty's Government were aware negotiations were proceeding satisfactorily with the powerful syndicate who had been much encouraged by surveys made and decided to extend their operations along the line of the Yangtze, and Her Majesty's Government were not to be persuaded to facilitate their operations. Their difficulty in making a report upon the other concessions which had been given up to this time was that concessionaires had hardly got to work; a great deal had been promised on paper, but at present actual results were comparatively inconsiderable. There was no reason whatever why we should regard concessions which happened to be given to some other Power in provinces with which we were not particularly connected with mistrust or concern. He was asked just now to be part of the sphere in regard to the Reform Bill in China. Well, a reformed administration in China was probably an administration that commended itself to every man in this country. One thing was quite certain, however, we could not expect to remove in a few weeks all the encrusted traditions of centuries with regard to official effort in China, and he thought we were lucky if we found other nations in provinces with which we were not immediately connected who would not be so ready to open up China, which was not likely to be a work of great ease or one entirely unaccompanied by danger to those who undertook it. A much more important point which had been raised was that of our possible co-operation with Germany in regard to provinces which were not in the special sphere of any Power. The whole question of alliances as regarded China was one which was always cropping up, and on which those who advocated alliances took different views. His noble friend behind him wished an alliance of four Powers, and he had made eloquent reference to it. His right hon. friend opposite referred to it as a much more serious such with alliance. Everybody was so anxious to discard the word alliance (laughter) and he agreed. He thought that very often with regard to alliances they might say what the Greek said of women—that the best were those that were least talked about (Hear, hear, and laughter). His hon. friend the member for Sheffield did speak of an alliance with Japan. Taking the question as regarded Germany, he thought it might look forward to many parts of the world—more than one part of the world, anyhow—to good results from friendly co-operation with Germany. He did not see what was the divergent interest between ourselves and Germany in these matters. (Hear, hear.) No doubt we were both great manufacturing nations, and we were rivals in that respect, but on the other hand we were, or ought to be, partners in the desire to open up and to keep open all parts of the globe to our manufacturers. That was a great identity of interest. The point which must divide us in regard to China was that we ourselves had a comparative immunity in any co-operation we might agree upon, because we had no land frontier on which our neighbours might operate, whereas in the case of a Continental Power which entered into agreements or arrangements of this character in China they had to consider that even if they were not intended as a menace to any particular Power, as the right hon. gentleman said, they might be so taken.

99 out of 100 of its interests lay in Europe for the hundredth interest, which lay in Asia. It would engage in hostilities. (Hear, hear.) Therefore, he thought, while we might agree very often to be proceeding alone in these matters, we were very often voicing the opinion of more Powers than appeared on the surface. In that respect he should like to say one word with regard to the alliance question which the right hon. gentleman pronounced on the Government both for the advice which they had tendered to the Chinese Government in respect of the possibility of a railway to Peking for the way in which it had been announced in that House. All that they had said was this—they could not look without concern upon the predominance of any Power at Peking. (Hear, hear.) He thought it not impossible that the right hon. gentleman would find that other Powers who might not actually speak in the same tones would not be found to be backward in showing that they shared our opinion if any occasion should arise. There was no doubt that the present reform movement of the Chinese Government was a most anxious one; they were protected not merely by the vast bulk of the empire, some parts of which were not altogether under their control, but by tradition which forbade their hastily taking up many measures of reform which would probably save the Government very much difficulty; they were also none the less in the position that they were too weak to resist the assault of any great European Power, or as had been proved, still more of Japan. Under those circumstances the position of the Chinese Government must remain a matter of doubt and uncertainty, and in some respect of peril for the peace of those who were engaged in operations in China. But he would venture on one of the last days of the Session to call attention to the immensely improved tone and confidence which prevailed both in regard to the position of the Government in China, and to the operations of the Government, and which had been shown by the discussions in that House in the course of the present Session. When they parted last year the air was full of a pessimist rumour; there was a general disposition to believe that British diplomacy in China had been defective and that we had lost all along the line either owing to supineness or to want of nerve. He did not think there had been any evidence of that feeling in the speeches delivered that evening. He thought it had been realised that if progress had been slow it had been sure, and that we had not fallen behind, certainly in the commercial race, and he hoped also, in the political race in China. There was no doubt his noble friend thought that they had not taken sufficiently strong steps to preserve the open door and that our agreement with Russia was useless. He would remind his noble friend that they still, as they ever did, took their stand as regarded the open door on the provisions of the treaty of Tientsin to which the Chinese Government was a party, and his noble friend could not point out any case in which, up to the present, the provisions of the treaty of Tientsin had been disregarded as against us. The open door remained open, and although he would say that it must be clear to any of those who watched the course of events that they could not undertake to protect British commerce if it was pushed to some of the provinces of China, to some of which the Chinese Government itself hardly extended, yet they had not allowed any operations to take place which would prejudice the entry of our trade. Under these circumstances he hoped the House would recognise that the Government were fully alive to the responsibilities which lay upon them. He knew perfectly well that it would be much more effective on the platform to make vigorous statements of dominance, but the position taken up by the Government was safer and surer. Our policy in China at this moment was one of patience and watchfulness, a patience which was absolutely necessary in dealing with a country which had so many centuries of quiet sitting still to make up for, and a watchfulness which had already produced good results. He hoped the House would continue to give to the Government in this matter the confidence which he thought they deserved. (Cheers.)

THE SINKING OF THE KOWSHING. (9th.) On the order for the third reading of the Appropriation Bill Mr. Ure called attention to the circumstances attending the loss of the British steamship *Kowshing* off the coast of Korea in July, 1894. The vessel was chartered by the Chinese Government to convey Chinese officers and soldiers to Korea. Shortly after she sailed war broke out between China and Japan, and when she came close to Korea she fell in with a Japanese cruiser, which fired some shots across her bow, and the captain had no alternative but to submit to the Japanese command to surrender. The Chinese officers and men thereupon put up a gallant fight, and massacred the captain and crew if they surrendered. The Japanese cruiser then dragged her alongside, and fired a broadside into the *Kowshing*, with the result that several of the officers of the ship, all British subjects, were killed. The Foreign Office having held that in international law the Chinese and not the Japanese Government was responsible, a claim was made against China for compensation, but although more than five years had elapsed, no satisfaction had yet been obtained. So far as he knew the claim had never been disputed. At the end of the first year the excuse put forward was the illness of a Chinese Minister. Unhappily his illness was very prolonged. Then Lord Salisbury decided to consult the law officers of the Crown, but absolutely nothing was done and paralysis seemed to have seized on the Government. His (Mr. Ure's) complaint was that that excuse after excuse had been made, and we were no nearer a settlement than we were five years ago. He strongly deprecated the dilatory action of the Foreign Office in this matter. They laid themselves open, he said, to the gravest charge that could be brought against any British Administration, that, with a righteous cause and an undivided and robust public opinion behind them, they deliberately turned their backs on the wrongs of British subjects at the hands of a foreign State.

Mr. Brodrick said the hon. gentleman charged the Government with very belated action in this matter, but he thought it was only fair that he should remind the hon. gentleman that his action in bringing this matter forward at the last moment of the Session was a little belated also. (Hear, hear.) It was quite true that this claim was made five years ago, on July 25, 1894. The hon. gentleman had given a not altogether inaccurate history of what occurred; but the truth was that the hon. gentleman had himself given the answer to his own speech when he said that it took a considerable time to decide whether by international law the claim should be made on the Japanese or on the Chinese Government, and although Her Majesty's Government came to the conclusion that the Chinese Government in the circumstances was responsible, that view was not shared by the Chinese Government. With regard to the delay, he did not think that the action of Her Majesty's Government in relation to the Chinese Government ought to be judged by the treatment of this one claim. In the past few years the Government had had to address numbers of subjects, and they had, he thought, obtained fair satisfaction in most cases. On this subject long delay had taken place and he very much regretted it. Her Majesty's Government had, however, recently proposed to the Chinese Government that if they were not prepared to recognise the justice of the claim they should submit it to arbitration. Though they expected to receive a favourable answer to that suggestion, they had not yet received one; but they had informed the Chinese Government

that they could not wait indefinitely for the settlement of the claim, or for a reply as to arbitration, and that if they could not see their way to submit the matter to arbitration the claim would be treated as one which must be dealt with in some other way. (Hear, hear.) It was very easy to speak strongly about the inaction of the Government, but if it was desired to push the claim at once forcible measures might have to be taken, and he did not understand the hon. gentleman to suggest that forcible, and that by that meant warlike measures, should be taken with China on this matter. The Government fully hoped to obtain a settlement if on arbitration it should prove that the Chinese Government was responsible. He entirely repudiated the idea that there had been inaction on the part of the Government. On the contrary, he thought the Government had taken the proper course, and one which would end in the recognition of the claim by the Chinese Government. (Hear, hear.)

Mr. Provand asked whether any claim pending on the part of Germany, France, or Russia for twelve months, let alone five years. (Opposition cries of "Hear, hear.") How was it that those countries obtained satisfaction in every case, while this country never did? He hoped that when the House met next February the right hon. gentleman would be able to say either that this matter had been settled by arbitration, and that if a decision was given against the Chinese Government, Her Majesty's Government intended to enforce it.

Sir E. Ashmead-Bartlett entirely agreed with what the hon. gentleman had said, and he was opposite. He contended that the result of the past methods of the Foreign Office had been to make it almost a disadvantage to be a British subject in a dispute of this kind. He admitted that foreign Governments were more unscrupulous in pressing the claims of their subjects, but he thought there was room for great improvement in the general support the Foreign Office ought to give to the commercial interests of British subjects abroad. (Hear, hear.)

## Shipping.

## STEAMERS.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM TO SHANGHAI AND KOBE.

THE Company's Steamship

"MARIA VALERIE"

Captain A. Fellner, will leave for the above places on THURSDAY, the 14th instant, at Noon.

For Freight or Passage, apply to SANDER, WIELER &amp; Co., Agents.

Hongkong, 6th September, 1899. [11372]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship.

"PYRRHUS"

Captain Batt, will be despatched as above on SATURDAY, the 16th September.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 28th August, 1899. [10932]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN.

THE Company's Steamship

"KWEIYANG"

Captain Outerbridge, will be despatched as above on SUNDAY, the 17th instant.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 5th September, 1899. [11352]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL.

THE Company's Steamship

"SARPEDON"

Captain Grier, will be despatched as above on TUESDAY, the 3rd October.

For Freight, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th September, 1899. [11482]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &amp;c.)

THE Steamship

"AIRLIE"

Captain Clyma, will be despatched as above on MONDAY, the 2nd October, at 4 P.M.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &amp;c., throughout the voyage.

This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly-qualified Surgeon are carried.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.

For Freight or Passage, apply to GIBB, LIVINGSTON &amp; Co., Agents.

Hongkong, 9th September, 1899. [11492]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship

"TAIYUAN"

Captain Nelson, will be despatched on WEDNESDAY, the 27th instant, at Noon.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

N.B.—Return Tickets issued by this Company to and from AUSTRALIA are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.

For Freight or Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th September, 1899. [11472]

## Shipping.

## STEAMERS.

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship

"TAIYUAN"

Captain Nelson, will be despatched as above on WEDNESDAY, the 27th instant.

The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First Class Saloon is situated forward of the Engines.

A duly qualified Surgeon is carried and the Vessel is fitted throughout with Electric Light.

For Passage, apply to BUTTERFIELD &amp; SWIRE, Agents.

Hongkong, 8th September, 1899. [11462]

SHEWAN TOMES &amp; CO.'S "NEW YORK" LINE.

FOR PHILADELPHIA AND NEW YORK.

THE New Steamship

"PING SUEY"

Captain C. de La Perrelle, will be despatched for the above Port, on or about the 5th October.

For Freight, apply to SHEWAN, TOMES &amp; Co., Agents.

Hongkong, 21st August, 1899. [10202]

FOR NEW YORK VIA SUEZ CANAL.

THE Steamship

"ARGYLL"

will be despatched for the above port and will be followed by S.S. "JOHN SANDERSON" at Intervals S.S. "AFGHANISTAN"..... of 2 weeks.

For Freight, apply to DODWELL &amp; CO., LIMITED, Agents.

Hongkong, 7th September, 1899. [9412]

## Consignees.

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM KOBE.

THE Steamship

"TRIESTE"

having arrived Consignees of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the office of the Underigned before Noon on the 12th instant, or they will not be recognised.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 12th instant, will be subject to rent.

Bills of Lading will be countersigned by SANDER, WIELER &amp; Co., Agents.

Hongkong, 5th September, 1899. [11182]

NOTICE TO CONSIGNEES.

S.S. "JOHN SANDERSON,"

FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 13th instant will be subject to rent.

All Claims against the Steamer must be presented to the Underigned on or before the 13th instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 13



## Intimations.

**CAROLINEUM-AVENARIUS**  
USED FOR OVER 20 YEARS.  
With the Utmost Success.

Thoroughly reliable preservative for Wood and Stone against White Ants, Decay, Fungus Rot and Dampness.  
Sole Agents for China,  
**LUTGENS, EINSTAMANN & Co.**  
Hongkong, 11th September, 1899. [19]

**LEVY HERMANOS.**  
DIAMOND MERCHANTS, JEWELLERS AND WATCHMAKERS.  
Sole Agents in the East for the amalgamated  
**CLEMENT, HUMBER and GLADIATOR Co., Ltd.**  
**DUNLOP TYRES BICYCLES-PRICE, \$60.**  
A special reliable Watch made for this Climate.  
Quality A.....\$12  
Quality B.....\$10  
40, QUEEN'S ROAD,  
Watson's Building.

**KUHN & KOMOR,**  
JAPANESE FINE ART CURIOS,  
21 & 23, QUEEN'S ROAD, HONGKONG,  
35, WATER STREET, YOKOHAMA  
and  
36, DIVISION STREET, KOBE.  
Hongkong, 15th March, 1898. [42]

**NOTICE.**  
PRIVATE BOARD AND RESIDENCE,  
166, Queen's Road East.  
Mrs. HORTON.  
Hongkong, 30th June, 1899. [833a]

**NOTICE.**  
NIGHT SCHOOL FOR EUROPEANS, by an  
EX-SCHOOLMASTER.  
Terms moderate, for Particulars apply  
c/o This Office.  
Hongkong, 18th August, 1899. [1048a]

**CHS. J. GAUPP & CO.,**  
CHRONOMETER, WATCH, and CLOCK  
MAKERS JEWELLERS, SILVER  
SMITHS, and OPTICIANS.  
NAUTICAL INSTRUMENTS.  
Sole Agents for Louis Audemars' Watches  
awarded the highest Prizes at every Exhibition;  
and for Voigtlander and Sohn's  
CELEBRATED OPERA GLASSES,  
MARINE GLASSES and SPYGLASSES.  
Nos. 54 & 56, Queen's Road Central. [40]

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White Violet  
EXTRACT  
This fugitive and  
delicate perfume is  
persistent as an  
Extract for the  
handkerchief  
while as a  
Soap and  
Powder,  
it has been  
adopted by the  
most re-  
fined French  
Society

**RIGAUD'S**  
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EXTRACT  
PERFUMES  
MADE IN FRANCE  
BY  
RIGAUD, 10, RUE VIVIER  
PARIS

**THE LEADING CATERERS.**  
COMPARE OUR  
MENU, BILLIARD TABLES and  
LIQUORS to all others.  
THE GRILL ROOM.  
Hongkong, 1st September, 1897. [139]

**SIEN TING,**  
SURGEON DENTIST,  
No. 10, D'ARQUILL STREET.  
TERMS VERY MODERATE,  
Consultation free.  
Hongkong, 27th September, 1898. [43]

**LET EM ALL COME**  
TO  
**YEE CHUN'S STUDIO**  
at No. 50, QUEEN'S ROAD CENTRAL, where  
PHOTOGRAPHS and PORTRAITS on  
IVORY are executed at Moderate Prices.  
Hongkong, 2nd May, 1899. [566a]

**MEE CHEUNG,**  
PHOTOGRAPHER,  
TOP FLOOR OF ICE HOUSE, IN  
Ice-House Road.

IS now in a position, in his New and Com-  
modious Premises, to receive, as heretofore,  
ALL PHOTOGRAPHIC ART PRACTICED  
in the Colony or in any part of the Far East.  
GROUPS AND VIEWS  
a speciality.  
Hongkong, 22nd September 1898. [45]

**DENTISTRY.**  
SUI SANG,  
(Lately Practising with Dr. I. SAKATA),  
DENTIST,  
No. 4, Queen's Road Central.  
Hongkong, 8th March, 1899. [18a]

**NOTICE.**  
THE OFFICES of the "HONGKONG  
TELEGRAPH" have This Day been  
removed to No. 50, QUEEN'S ROAD  
CENTRAL, Second Floor, (the premises  
formerly occupied by Messrs. POWELL & Co.)  
to which address all communications should  
be addressed.  
ETH. F. SKERTCHLY,  
Manager.  
Hongkong, 1st May, 1899.

**NOTICE.**  
NOT RESPONSIBLE FOR DEBTS.  
Neither the CAPTAINS, the AGENTS, nor the  
OWNERS will be RESPONSIBLE for any  
DEBT contracted by the Officers or the Crews  
of the following Vessels during their stay in  
Hongkong Harbours:  
KELAT, British ship, John Hughes—Standard  
Oil Co.

## The Share Market.

LATEST QUOTATIONS.  
(September 11th.)

**Banks.**  
Hongkong and Shanghai Banking Corporation  
—254 per cent. prem.  
The Bank of China & Japan, Ltd.—(Preference)  
nominal.  
The Bank of China & Japan, Ltd.—(Ordinary)  
1 buyers.  
The Bank of China & Japan, Ltd.—(Deferred)—  
25.5 buyers.  
National Bank of China, Ltd.—\$26 buyers.  
Do. —\$26 buyers.

**Marine Insurances.**  
Union Insurance Society of Canton, Ltd.—\$260.  
China Traders Insurance Co., Limited—\$633.  
North China Insurance Co., Ltd.—Tls. 200.  
Yangtze Insurance Assoc. Ltd.—\$122.  
Canton Insurance Office, Ltd.—\$150.  
Straits Insurance Co., Ltd.—\$6.

**Fire Insurances.**  
Hongkong Fire Ins. Co., Ltd.—\$325.  
China Fire Ins. Co., Ltd.—\$881.

**Shipping.**  
Hongkong, Canton, & Macao Steamboat Co.,  
Limited—\$314.  
Indo-China Steam Navigation Company, Ltd.  
—\$71.  
China and Manila S.S. Co., Ltd.—\$91.  
Douglas Steamship Co., Ltd.—\$52.  
China Mutual S. N. Co., Ltd.—(Preference)—  
20.10 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)—  
25.10 buyers.  
China Mutual S. N. Co., Ltd.—(Ordinary)—23  
buyers.

Star Ferry Co., Ltd.—\$194.

**Refineries.**  
China Sugar Refining Co., Ltd.—\$148.  
Luzon Sugar Refining Co., Ltd.—\$54.

**Mining.**  
Punjong Mining Co., Ltd.—\$94.  
Do. Preference Shares—\$2.  
Société Française des Charbonnages du Ton-  
kin—\$240.

**Queen Mines, Limited—\$50.**  
Jelebu Mining and Trading Co., Ltd.—\$13.  
Ramb Allain Gold Mining Co., Ltd.—\$633.  
Olivers Freehold Mines, Ltd.—(A) \$11.  
Olivers Freehold Mines, Ltd.—(B) \$74.  
Great Eastern and Caledonian Gold Mining  
Co., Ltd.—\$3.

**Docks, Wharves and Godowns.**  
Hongkong & Whampoa Dock Co., Ltd.—\$50.  
Hongkong and Kowloon Wharf and Godown  
Company, Limited—\$100.  
Wanchai Warehouse and Storage Co., Ltd.—\$45.  
New Amoy Dock Co., Ltd.—\$17.

**Land, Hotels and Buildings.**  
China Provident Loan and Mortgage Co., Ltd.  
—\$10.  
Hongkong Land Investment and Agency Co.,  
Ltd.—\$115.  
Kowloon Land and Building Co., Ltd.—\$29.  
West Point Building Co., Ltd.—\$35.  
Hongkong Hotel Co., Ltd.—\$135 buyers.  
Humphreys Estate and Finance Co., Ltd.—  
\$10.

**Miscellaneous.**  
Green Island Cement Co., Ltd.—\$30.  
China-Borneo Co., Limited—\$164.  
A. S. Watson & Co., Limited—\$13.  
Hongkong Electric Co., Limited—\$13.  
Hongkong and China Gas Co., Ltd.—\$130.  
Hongkong Rope Manufacturing Co., Ltd.—\$190.  
Geo. Fenwick & Co., Ltd.—\$424.  
Hongkong Ice Co., Ltd.—\$130.  
Hongkong High-Level Tramways Co., Ltd.—  
\$145.  
Dairy Farm Co., Limited—\$6.  
Hongkong & China Bakery Co., Ltd.—\$25.  
Campbell Moore & Co., Ltd.—\$15.  
Bells Asbestos Eastern Agency, Limited—  
nominal.

Bells Asbestos Eastern Agency, Ltd.—\$5.  
Carmichael & Co., Limited—\$8.  
Hongkong Cotton Spinning, Weaving and  
Dyeing Co., Ltd.—\$70.  
Ewo Cotton Spinning & W. Co., Ltd.—Tls. 70.  
International Cotton Mfg. Co., Ltd.—Tls. 75.  
Laou-kung-mow Cotton Spinning & Weaving  
Co., Ltd.—Tls. 75.  
Soy Chee Cotton Spinning Co., Ltd.—Tls. 35.  
Yahloong Cotton Spinning Co., Ltd.—Tls. 55.  
Tebrau Planting Co., Ltd.—\$4 per share.  
Tebrau Planting Co., Ltd.—\$5.

BENJAMIN KELLY & POTTS (Share Brokers).  
Telephone Address—"Rialto".

## EXCHANGE.

Hongkong, 11th September.  
ON LONDON, Telegraphic Transfer .....1114  
Bank Bills, on demand 1115 5/16  
Credits, 4 months' sight .....1114  
D'ments, 4 months' sight .....1114  
ON BERLIN, (demand) .....M. 1981  
ON PARIS, Bank Bills, on demand .....2451  
Credits, 4 months' sight .....2491  
ON NEW YORK, Bank Bills, on demand .....471  
Credits, 30 days' sight .....481  
ON BOMBAY, Telegraphic Transfer .....1451  
On demand .....1451  
ON SHANGHAI, Telegraphic Transfer .....721  
Private, 30 days' sight .....731  
ON YOKOHAMA, T.T. ....44 per cent. prem.  
Sovereigns, Bank's Buying Rate .....51.22  
Gold Leaf 100 touch, per tael .....53.30  
Bar Silver .....27 3/16  
Dollars .....24 per cent. prem.

**VISITORS AND RESIDENTS AT THE  
PEARL HOTEL.**

Mr. and Mrs. Lionel Mr. H. U. Jeffries  
Boyle Major G. R. St. John  
Mr. H. F. R. Brayne Capt. F. Koford  
Mr. P. Bure Mr. J. Lamke  
Mr. and Mrs. F. G. Mr. J. E. Lee  
Collins Mr. C. W. Longuet  
Capt. van Corbach Mr. C. W. Longuet  
Mr. G. H. Dann Mr. R. Mitchell  
Mr. and Mrs. W. H. T. Mr. J. Von Oertzen  
Davis and child Lt. Col. The O'Gorman  
Mr. A. L. Denison Hon. H. E. Pollock  
Mr. P. Dow Capt. H. V. Pryne  
Col. G. J. H. Evtat Mr. A. Reed  
Mr. J. S. Ezekiel Comdr. R. M. Rumsey  
Mr. R. M. Ezekiel Mr. A. Sinclair  
Mr. A. Forbes Mr. A. Findlay Smith  
Lt. Col. A. R. Fraser Mr. A. G. Stokes  
Colonel E. H. Gorges Mr. A. P. Stokes  
Staff-Surgeon and Mrs. Mr. G. H. Wheeler  
W. E. Home.

## CRAGIEBURN.

Bishop-Burdon Hon. and Mrs. R. D.  
Rev. F. Flynn, R.N. Ormsby  
Mrs. Horner Mr. A. I. Richardson  
Govt. Civil Hospital Mr. R. Rolfe  
Sisters Mr. H. G. Silvestri  
Mrs. E. Jones and Capt. C. B. Simmonds,  
family R.A.  
Major S. S. Long, Mrs. Simmonds  
D.A.A.G. Mr. and Mrs. W. E.  
Major M. M. Morris, Turner  
R.A. Consul Valpicelli  
Mrs. Morris Madame Valpicelli  
Miss Ormsby

VISITORS AT THE HONGKONG  
HOTEL.

Capt. and Mrs. Aitken Mr. Kinghorn  
and 2 children Mr. J. Kirkwood  
Mr. J. H. Aitken Mr. E. A. Leggett  
Mr. K. Andes Mr. Leon A. Lévy  
Mrs. John Angus Mr. Emile Lutz  
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Bottenheim Mr. R. A. Naphegyi  
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Mr. & Mrs. K. Gibson Mr. A. Spagnolo  
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Mr. R. J. Hall Mrs. C. Thomas  
Mr. R. Handelman Mr. A. Traval  
Mrs. Hillman Mr. Turner  
Mr. T. Howard Mr. F. Veitch  
Mr. Wm. K. Hughes Mr. B. T. Walling  
Mr. C. Ingenhold Mr. and Mrs. A. W.  
Whitlow  
Major and Mrs. Jeffreys Mr. and Mrs. Bagnall  
Mr. and Mrs. Joseph Wild  
Mr. and Mrs. Kiene Mrs. J. Williamson

**VISITORS AT THE WINDSOR HOTEL.**

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Mr. Maron M. Bela Mr. L. Jagum  
Mr. Fred. Collins Mr. Mrs. J. Kennedy  
Miss Marie Collins Mr. and Mrs. Oria and  
Mr. and Mrs. Curtis and children  
Mr. Foster Mr. M. Pardo  
Mr. M. Dela Garvia Mr. and Mrs. Reyes  
Mr. Jose Gonzalez and children  
Mr. Ch. Hockmeyer Mr. and Mrs. Robinson  
Mr. G. C. Hodsdon Mr. E. J. Young

## OPIUM QUOTATIONS.

Hongkong, 11th September.  
New Patna .....850 per chest.  
New Benares .....830  
New Malwa .....750/770 per picul.  
Old Malwa .....760/840  
Persian, paper tied .....670/750

## VESSELS IN PORT.

**Steamers.**  
CARLISLE CITY, British steamer, 1,894, Thos.  
Aitken, 7th Aug. —Melb. and Aug. Gene-  
ral—Butterfield & Swire.  
CHUNSAO, British steamer, 1,418, E. J. Buller,  
9th Sept.—Java. Ports 1st Sept., Sugar—  
Jardine, Matheson & Co.  
ESMERALDA, British steamer, 966, R. W. Cob-  
ban, 22nd Aug.—Manila 19th Aug. General—  
Sheehan, Tomes & Co.  
GAELIC, British steamer, 2,691, Wm. Finch,  
R.N.R., 6th Sept.—San Francisco 9th  
Aug. Honolulu 16th, Yokohama 29th,  
Kobe 30th, Nagasaki 1st Sept., and  
Shanghai 4th, Mails and General—O. &  
C. S. Co.  
HINSANG, British steamer, 1,536, M. Crockett,  
6th Sept.—Java and Samarang 27th Aug.  
Sugar—Jardine, Matheson & Co.  
INORABAN, German steamer, 894, E. F. Piper,  
9th Sept.—Sourabaya 25th Aug. Sugar—  
Sander, Wieler & Co.  
JOHN SANDERSON, British steamer, 2,089, J.  
Erskine, 6th Sept.—Singapore 30th Aug.  
General—Doddwell & Co.  
LEGATZI, Spanish steamer, 565, Antonio  
Triab, 4th Sept.—Manila 1st Sept. General—  
Order.  
MAUSANG, British steamer, 1,643, J. Kynock,  
27th Aug.—Sandakan 20th Aug. Timber—  
Jardine, Matheson & Co.  
NANYANG, German steamer, 983, Th. Lehmann,  
9th Sept.—Amoy 8th Sept. General—  
Douglas, Lapraik & Co.  
ON SANG, British steamer, 1,787, J. Young,  
8th Sept.—Hongkong 5th Sept. Coal—  
Jardine, Matheson & Co.  
PAKSHAN, British steamer, 1,235, J. Jenkins,  
6th Sept.—Saigon 1st Sept. General—  
Bradley & Co.  
PIRA CHULA CHON, KLAO, British steamer,  
1,012, B. Pigot, 20th July—Bangkok 25th  
July, General—Yuen Fat Hong.  
SANDAKAN, German steamer, 1,374, E. Muhle,  
2nd Sept.—Sandakan 28th Aug. Timber—  
Melchers & Co.  
SIAM, British steamer, 992, J. F. Messer,  
9th Sept.—Saigon 4th Sept. General—  
Bradley & Co.  
SUISANO, British steamer, 1,776, E. J. Todd,  
24th Aug.—Calcutta, Penang and  
Singapore 18th Aug. Opium and General—  
Jardine, Matheson & Co.  
TAICHOW, British steamer, 862, P. Primrose,  
9th Sept.—Bangkok 2nd Sept. General—  
Butterfield & Swire.  
TAIYUAN, British steamer, 1,459, R. Nelson,  
3rd Sept.—Melbourne 22nd July, Sydney  
29th, Brisbane 1st Aug. Townsville 4th,  
Cooktown 6th Thursday Island 13th, Port  
Darwin 17th, and Manila 31st, General—  
Butterfield & Swire.  
TARZAN, British steamer, 2,758, H. Pybus,  
R.N.R., 6th Sept.—Manila 3rd Sept.  
Ballast—C. P. R. Co.

**Sailing Vessels.**  
GOVERNOR ROBE, American ship, 1,627,  
Nichols, 21st Aug.—New York 5th May.  
Kerosine Oil—Standard Oil Co.  
HUTTON HALL, British ship, 1,989, Thurber,  
9th Sept.—Tacoma 25th June, Flour—  
Order.  
JOSEPHUS, American ship, 1,547, P. Gilkey,  
9th Sept.—New York 25th April, Case  
Oil—Standard Oil Co.  
RETRIEVER, British schooner, 96, Parker, 8th  
Sept.—Honolulu 16th July, Ballast—  
Order.  
SIMLA, British 4-masted bark, 2,087, Huesila,  
25th Aug.—Cebu and Philippine Islands  
22nd Aug. Ballast—Order.  
ST. DAVID, American ship, 1,400, Lyons, 16th  
Aug.—San Francisco 3rd June, Flour—  
Order.

**HER BRITANNIA MAJESTY'S SHIPS  
ON THE CHINA STATION.**

Hongkong, September 10th, 1899.  
Alacrity, dispatch-vessel, 1,700 tons, 10-16  
knots, 3,000 h.p., Commander A. H.  
Smith-Dorrien, cruising.  
Algerine, sloop, 1,050 tons, 8 guns, 1,100 h.p.,  
Comdr. E. J. W. Slade, Foochow.  
Aurora, British cruiser, 5,600 tons, Capt. E. H.  
Bayly, cruising.  
Barfleur, 1st class battleship, 13,000 tons, 14  
guns, 13,161 h.p., Captain Hon. S. C. J.  
Colville, C.B., cruising.  
Donauwarte, 2nd class cruiser, 4,300 tons, 18  
guns, 9,000 h.p., Capt. R. H. J. Mont-  
gomery, O.B., K.C., Hongkong.  
Dolphin, British cruiser, 1,770 tons, 6 guns, 1,600  
h.p., Capt. West, cruising.

Centurion, 1st class battleship, 10,000 tons, 14  
guns, 13,000 h.p., Captain R. J. Jellicoe,  
cruising.  
Daphne, sloop, 1,140 tons, 8 guns, 2,000 h.p.,  
Comdr. C. W. W. Ingham, cruising.  
Esk, coast defence gunboat, 363 tons, 3 guns,  
200 h.p., Lieut. Comdr. C. Chadwick,  
Shanghai.

Fame, twin screw, torpedo-boat destroyer, 402  
tons, 5,400 h.p., Lieut. Comdr. R. Keyes,  
cruising.  
Firebrand, 3rd class gunboat, 455 tons, 4 guns,  
360 h.p., Hongkong.

Handy, twin screw, torpedo-boat destroyer,  
460 tons, 6 guns, 4,000 h.p., Hongkong.  
Hart, twin screw, torpedo-boat destroyer, 260  
tons, 6 guns, 4,000 h.p., Hongkong.  
Hermione, 2nd class cruiser, 4,300 tons, 9,000  
h.p., 18 guns, Capt. G. Callaghan, cruising.  
Humber, storehouse, 1,040 tons, 800 h.p., Com.  
H. J. Davidson, Hongkong.

Iphigenia, 1st class cruiser, 3,600 tons, 8  
guns, 9,000 h.p., Capt. H. N. Dudding,  
cruising.  
Linnet, gun-vessel, 756 tons, 2 heavy guns, 4  
6-pounders, 870 h.p., Commander W. W.  
Smythe, cruising.

Orlando, British cruiser, 5,600 tons, Capt. J.  
Burke, en route Japan.  
Peacock, 1st class gunboat, 755 tons, 6 guns,  
1,200 h.p., Lieut. Comdr. P. S. St. John,  
Manila.

Pigmy, 1st class gunboat, 755 tons, 6 guns,  
1,200 h.p., Lieut. Comdr. J. F. E. Green,  
Shanghai.  
Plover, 1st class gunboat, 755 tons, 6 guns,  
1,200 h.p., Lieut. Comdr. S. V. De M.  
Copper, Foochow.

Powerful, 1st class cruiser, 14,200 tons, 25,000  
h.p., Hon. H. Lambton, Hongkong.  
Rattler, 1st class gunboat, 715 tons, 6 guns,  
1,200 h.p., Lieut. Comdr. The Hon. G. A.  
Harding, Foochow.

Swift, gun-vessel, 756 tons, 2 heavy guns, 4  
6-pounders, 870 h.p., Foochow.  
Tamar, receiving ship, 4,600 tons, Comdr.  
Bowell, Hongkong.

Tuned, coast defence gunboat, 363 tons, 3  
guns, 200 h.p., Hongkong.  
Undaunted, 1st class cruiser, 5,600 tons, 12  
guns, 8,500 h.p., Capt. A. C. Clarke,  
cruising.

Victorious, British battleship, 14,900 tons, 32  
guns, 12,000 h.p., Captain A. Schomburgk,  
cruising.  
Waterwitch, surveying vessel, 620 tons, Com-  
mander W. P. Dawson, Chusan.

Whiting, twin screw, torpedo-boat destroyer,  
320 tons, 6,000 h.p., Lieut. Comdr. E.  
Kelly, Foochow.  
Wingard, coast defence ship, 2,750 tons, 4 guns,  
1,000 h.p., Hongkong.

Torpedo-boats in Reserve Nos. 8 and 20, 35,  
36, 37 and 38, first-class; and 3 second-class  
boats.

**Miscellaneous.**  
Etna, Italian cruiser, 3,530 tons, Capt. G.  
Giorello, Shanghai.  
Kaiserin Elisabeth, Austrian cruiser, 4,664  
tons, 9,000 h.p., Capt. Julian, Shanghai.  
Liberal, Portuguese gunboat, 588 tons, Comdr.  
Cunha, Hongkong.

Sirosu, Italian cruiser, 3,359 tons, Captain  
Cantantini, Shanghai.

**FOREIGN MEN-OF-WAR ON THE CHINA  
AND JAPAN STATION.**

**The Russian Squadron.**  
Admiral Korniloff, Russian armoured cruiser,  
5,000 tons, twin screw, 36 guns, 9,500 h.p.,  
Capt. Molos, at Port Arthur.  
Albatross, Russian gunboat, 810 tons, 8 guns, 760  
h.p., Captain Eliskis, at Vladivostok.  
Bobr, Russian gun-vessel, twin screw, 930 tons,  
13 guns, 1,150 h.p., Captain Boisman, at  
Nagasaki.  
Dmitri Donskoy, Russian armoured cruiser,  
5,893 tons, twin screw, 34 guns, 7,000 h.p.,  
Com. Witthoff, at Vladivostok.  
Gaidamak, Russian gunboat, 400 tons, twin  
screw, 8 guns, 3,500 h.p., Capt. Serebren-  
nikoff at Vladivostok.  
Gremiatichy, Russian armoured cruiser, 1,492  
tons, twin screw 12 guns, 2,000 h.p., Capt.  
Boubenoff, at Port Arthur.  
Koreysky, Russian cruiser, 1,200 tons, 9 guns,  
2,150 h.p., Capt. Serebriamkoff, at Port  
Arthur.  
Kreysser, Russian cruiser, 1,300 tons, 18 guns,  
1,800 h.p., Capt. Zvinsky, at Singapore.  
Mandjour, Russian cruiser, 1,213 tons, twin  
screw, 14 guns, 1,500 h.p., Capt. Kachaioff,  
at Vladivostok.  
Navarin, Russian battleship, 10,000 tons, 10  
guns, 9,000 h.p., Captain Tenrich, at  
Vladivostok.  
Neyadnik, Russian cruiser, 1,334 tons, 14 guns,  
1,800 h.p., Capt. Zarine, at Port Arthur.  
Olenyok, Russian armoured cruiser, 1,490 tons,  
twin screw, 12 guns, 2,000 h.p., Captain  
Copriannoff, at Nagasaki.  
Pamiat Arova, Russian cruiser, 6,000 tons, 36  
guns, 8,000 h.p., Captain Virensin, at  
Vladivostok.  
Roslav, Russian armoured cruiser, 12,200 tons,  
twin screw, 12 guns, 1,900 h.p., at Port Arthur.  
Rurik, Russian gunboat, 1,040 tons, 12 guns,  
13,500 h.p., Capt. Groupt, at Port Arthur.  
Salach, Russian gunboat, 4 guns, 1,200 h.p.,  
Capt. Barronoff, at Vladivostok.  
Sissoi Veliky, Russian battleship, 10,000 tons,  
10 guns, 8,500 h.p., Capt. C. Parnay, at  
Port Arthur.  
Sivoutch, Russian gunboat, 930 tons, twin  
screw, 13 guns, 1,200 h.p., Capt. Astromoff,  
at Port Arthur.  
Vladimir Monomach, Russian cruiser, 6,000  
tons, Prince Ouchtomsky, at Port Arthur.  
Vostok, Russian torpedo gunboat, 4 guns, 650  
h.p., Com. Molchouky, at Vladivostok.  
Vladik, Russian torpedo boat, 400 tons, 18  
guns, twin screw, 3,500 h.p., Capt. Rogulif,  
at Vladivostok.  
Yakov, Russian gunboat, 16 guns, 890 h.p., at  
Vladivostok.  
Zablatka, Russian cruiser, 1,230 tons, 20 guns,  
2,000 h.p., Capt. Shkruff, at Port Arthur.

**Russian Torpedo Flotilla.**  
(SEA GOING).  
Dorgo, 1st class, Russian torpedo boat, 81 tons,  
3 guns, 2 torp tubes 1,100 h.p., speed 21  
knots.  
Revel, 1st class, Russian torpedo boat, 96 tons,  
3 guns, 2 torp tubes 780 h.p., speed 22 knots.  
Swaborg, 1st class, Russian torpedo boat, 69  
tons, 3 guns, 2 torp tubes 780 h.p., speed  
19.7 knots.  
(1st and 2nd class).  
Forel, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Janitchiki, Russian torpedo boat, 87 tons, 4  
guns, 970 h.p., 10 knots.  
Nargen, Russian torpedo boat, 85 tons, 4 guns,  
1,200 h.p., 22 knots.  
Novosvobodny, Russian torpedo boat, 87 tons, 4  
guns, 2,000 h.p., 22 knots.  
Podoronnik, Russian torpedo boat, 23 tons, 1  
gun, 220 h.p., 16 knots.  
Slit, Russian torpedo boat, 23 tons, 1 gun, 220  
h.p., 16 knots.  
Skorpiun, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Sotchi, Russian torpedo boat, 87 tons, 4 guns,  
970 h.p., 10 knots.  
Sterlad, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.  
Slit, Russian torpedo boat, 23 tons, 1 gun,  
220 h.p., 16 knots.

Sungari, Russian torpedo boat, 120 tons, 4  
guns, 1,800 h.p., 22 knots.  
Usuri, Russian torpedo boat, 140 tons, 4 guns,  
1,800 h.p., 22 knots.  
Flagship of Vice-Admiral Alexieff.  
Flagship of Rear-Admiral F. V. Dubossioff.  
Flagship of Rear-Admiral Reimoff.

**THE FRENCH SQUADRON.**  
Aspie, French gunboat, 463 tons, 6 guns, 453  
h.p., Captain Journe, at Saigon.  
Bayard, French flagship, 5,968 tons, 36 guns,  
4,500 h.p., Capt. Joannit, at Yokohama.  
Beaumont-Duport, French cruiser, 1,245 tons,  
14 guns, 895 h.p., Captain Ternet, at  
Cheloo.  
Bruix, French cruiser, 4,750 tons, 16 guns,  
8,800 h.p., at Saigon.  
Comete, French gunboat, 473 tons, 6 guns, 631  
h.p., Captain Simon, at Saigon.  
Descares, French protected cruiser, 3,985 tons,  
36 guns 631 h.p., Captain Bernard, at  
Nagasaki.  
Edouard, French cruiser, 1,608 tons, 15 guns,  
2,408 h.p., Capt. Texier, at Along Bay.  
Forfait, French cruiser, 2,321 tons, 23 guns,  
3,761 h.p., Capt. Delort, at Nagasaki.  
Incertain, French cruiser, 891 tons, 8 guns,  
850 h.p., Capt. La Seyne, at Chemulpo.  
Jean Bart, French cruiser, 4,500 tons, 10 guns,  
8,000 h.p., Capt. Aubin, at Foochow.  
Lion, French gunboat, 473 tons, 8 guns, 576  
h.p., Capt. Amot, at Shanghai.  
Pascal, French protected cruiser, 3,985 tons,  
36 guns, 9,000 h.p., Capt. de Bretzel, at  
Manila.  
Pluvier, French despatch-boat, 345 tons, 4  
guns, 600 h.p., Comdr. Vidicet, at Bangkok.  
Surprise, French gunboat, 627 tons, 10 guns,  
800 h.p., at Saigon.  
Torpillier, French armoured cr., 4,700 tons,  
24 guns, 4,400 h.p., Capt. B. de Bretzel, at  
Saigon.  
Vauban, French flagship, 6,150, Capt. Boutet  
at Haiphong.  
Vigier, French gunboat, 463 tons, 6 guns, 441  
h.p., Comdr. Constelle, at Bangkok.  
Flagship of Rear-Admiral Gigault de  
Bedollier.

**THE GERMAN SQUADRON.**  
Cormoran, German cruiser, 1,640 tons, 14 guns,  
2,700 h.p., Comdr. Brunsatt, at Friedrich  
Wilhelmshaven.  
Gefion, German cruiser, 4,207 tons, 25 guns,  
9,000 h.p., Capt. Fehelien, at Amoy.  
Deutschland, German cruiser, 7,319 tons, 28  
guns, 5,550 h.p., Capt. Vichet, at Seoul.  
Irene, German cruiser, 4,200 tons, 22 guns,  
8,000 h.p., Capt. Obentemer, at Foochow.  
Kaiserin Augusta, German cruiser, 6,000 tons,  
12 guns, 12,000 h.p., Captain Gulich, at  
Manila.  
Kaiser, German flagship, 7,676 tons, 28 guns,  
7,800 h.p., Captain Stubenrauch, at Wei-  
hai-wei.  
Moros, German surveying vessel, 970 tons,  
Captain Korvetten, at Amoy.  
Prinzess Wilhelm, German cruiser, 4,400 tons,  
22 guns, 8,000 h.p., Captain Truppel, at  
Kinchow.  
Flagship of Rear-Admiral von Diederichs.  
Flagship of Prince Henry of Prussia.

**THE AMERICAN SQUADRON.**  
Baltimore, U.S. cruiser, 4,413 tons, 10 guns,  
10,664 h.p